



# GREENSBORO URBAN AREA

## Technical Coordinating Committee

### TECHNICAL COORDINATING COMMITTEE

**Minutes of January 31, 2001**

**9:00 a.m. Greensboro, NC**

#### **ATTENDEES**

Jim Westmoreland	TCC Chairman / GDOT	Paul Muschick	News & Record
Anson Gock	NCDOT – Public Transp.	S. Frank Wyatt	Engineering & Inspections
Adam Fischer	GDOT	Peggy Seay	Triad Reporting
Veronica Dunlap	GDOT	Les Eger	Guilford County Planning
Scott Walston	NCDOT, Statewide Planning	JoAnn Oerter	NCDOT
Libby James	GTA	Pat Strong	FHWA
Scott Rhine	PART	Kay Batey	FHWA
Tyler Meyer	GDOT	Ann Lorscheider	NCDOT- Traffic
Greg Krueger	Kimley-Horn	Kenn Fink	Kimley-Horn
Denys Vielkanowitz	NCDOT - Traffic		

Mr. Westmoreland called the meeting of the Greensboro Urban Area MPO Technical Coordinating Committee to order and welcomed everyone.

#### **ACTION ITEMS:**

##### **Approval Minutes of October 31, 2000.**

Mr. Westmoreland said the first thing to do was approve the minutes of the October 31, 2000, meeting. He said the minutes were circulated via e-mail. He asked if there were any additions or corrections to be made.

Mr. Wyatt moved that the Minutes of the October 31, 2000, meeting be approved as written, seconded by Mr. Rhine. The motion was approved by unanimous vote.

##### **Recommend Revision to the Public Involvement Policy.**

Mr. Meyer stated this was discussed at the October 31, 2000, meeting. The revisions are intended to increase the efficiency and effectiveness of the MPO's public involvement efforts. The policies proposed to be adopted by the TCC today will govern the adoption of both the Metropolitan Improvement Program that is currently under development, and the Long Range Transportation Plan update that will go along with that. This was put out for review for over 45 days, from

November 22, 2000, until yesterday. While comments were received on the MTIP, we got no comments on the Public Involvement Plan.

It is recommended that the TCC is to pass it on to the TAC with the recommendation to approve that Plan.

Mr. Westmoreland called for a motion to recommend the revised Public Involvement Policy to the TAC.

Mr. Rhine moved that the TCC recommend the revised Public Involvement Policy to the TAC, seconded by Mr. Wyatt. The TCC voted unanimously in favor of the motion.

**Recommend MTIP Minor Amendment Multi-Modal Transportation Center.**

Mr. Meyer said the Multi-Modal Center is nearing the construction date. The various funding pieces are falling into place. The two project changes in this amendment are now needed.

The first amendment is to add 5307 Public Transportation Funds from the FTA to the project. The purpose of that is to provide additional funds to support revised facility construction costs since construction costs have increased and that will take care of that short-fall. The total amount of funds there to be added is about \$2.4 million.

The second change recommended is also for the Multi-Modal Transportation Center, and what that would do will be to flex \$1.2 millions of FTA funds back to FHWA as enhancement funds. That is needed to because the FTA funds cannot be used to construct the intercity rail portion of this project. These funds are already committed to the project and it is basically an accounting action that is needed to allow the intercity rail portion of that project to go forward.

There are two recommended actions. 1) Adopt the MTIP amendment that includes that second project mentioned. 2) To recommend that TAC approve a resolution encouraging or calling for FTA, FHWA, and NCDOT action that is needed to make that change.

Mr. Westmoreland gave an update on the depot project itself. Currently, there is an abatement removal contract out on the street. Bids are due to open in late February, with hopeful NCDOT approval in March. The first item of work will be to remove lead paint and asbestos and other kinds of materials in buildings to make the site generally environmentally clean for the general contractor. The general contractor should be on board sometime around the first of July, if not sooner.

The last reviews by NCDOT and others have allowed us to look at the project costs relative to the contingencies, the profit margins and those kinds of things to make sure the amount of money allocated will be adequate.

Mr. Westmoreland called for a motion to adopt the MTIP amendment and recommend to the TAC that they adopt the resolution of support for the project and the changes to occur.

Mr. Rhine moved to adopt the MTIP amendment, and recommend to the TAC the adoption of the resolution of support for the project and the changes to occur, seconded by Ms. James. The Board voted unanimously in favor of the motion.

## **BUSINESS ITEMS:**

### **Urban Loop Intelligent Transportation System Investments.**

Joanne Oerter, NCDOT, gave a description of ITS improvements NCDOT is considering installing on the Urban Loop. She reviewed existing ITS facilities including closed circuit TV cameras and dynamic message signs at strategic points; the fiber optic cable network; the signal systems; incident management assistance patrol; and the High Point Road reversible lane system. Urban Loop project would involve cameras, variable message signs, and fiber optic cable. She noted that transit will link in to the intelligent transportation systems.

The amendments being recommended were reviewed including what is being proposed for the projects and what the projected cost will be. Ms. Oerter maintained that the monies proposed would be exempt from the equity formula unless they are considered a “new project”. This could occur if a project were already under construction or complete.

She described the current loop projects. She emphasized the fiber optic cable since it will be the backbone for everything else in this area that they add later on and will be the communication system for the projects. NCDOT proposes to have a Regional Transportation Management Center for the Triad in the Greensboro area. One of the main things that came from the ITS summit was the need for a Data Clearing House, which will take all the information for the devices that will be put out on the roadways, bring it together, and then distribute it to either DOT agencies, State or City agencies, other municipalities, newspapers, radio, anywhere they can get information out.

NCDOT is looking at:

- extending the fiber optic cables
- integrating the signal systems
- expanding the camera network and Incident Management Patrol (IMAP) to other routes such as US 421 or US 220.

The Transportation Management Center operators would be able to tell that something is wrong which needs investigation. This could be done through the cameras or with the IMAP patrols. Fiber optics will enable them link to Winston-Salem, High Point, and Burlington so the Triad will be communicating together and sharing information.

She presented and discussed maps showing what they are ultimately looking at bringing to the Greensboro area, pointing out what will be in each phase of priorities; the I-85 bypass, the Western Urban Loop, and then the Northeastern Section of the Urban Loop.

They are asking for the support of the MPO leading up to the adoption of an amendment to the Transportation Improvement Program. The devices are proposed to go with the MTIP projects as each piece is constructed. Each piece is not dependent on another.

Ms. Oerter answered other questions and gave explanations when requested. In response to a question she stated that at one time there was just one ITS project for the complete Urban Loop but it was felt that if it was done that way the project would have to be included into the equity formula.

Mr. Westmoreland felt the main question from the TAC would be relative to the total cost to the effect of: where is the new money coming from? MPO Officials were in Raleigh a week ago and heard that money was tight and there was not any new money, and this would be an awful lot of

money going specifically to this. He said from a staff perspective, they could support the continued implementation of ITS, but the TAC might view it a little differently. He also spoke of other inquiries he felt the TAC would have.

### **Metropolitan Transportation Improvement Program Update**

Mr. Meyer said since the October 31, 2000, update, a couple of things had happened, and explained these.

Public comments were received on the draft MTIP. The Town of Pleasant Garden is concerned with Project R-2612. They want the Neely Road junction with US 421 to be a bridge and not an interchange. They would like the project description changed to reflect that this was the preferred alternative under the Environmental Assessment study. They were also interested in taking NC 22 to the Woody Mill Interchange. Those questions are within the purview of NCDOT.

There was a comment about the amount of acreage being cleared in Guilford County. There was a comment concerning water quality and a general concern about the air quality in our area. There were comments from the Danville area, advocating that US 29 be upgraded to I-785. There were comments about improved public transportation.

At the MTIP negotiation meeting, there was an opportunity to sit down with NCDOT and discuss the overall revenue picture that for our area looked pretty good. The Greensboro Advanced Signal System was discussed, as were NC 68 corridor improvements. They also talked about the potential for partnership projects between the City and the State. They discussed the West Market Street Interchange.

Air Quality conformity was discussed in relation to Bryan Boulevard, NC 68, Triad Center Drive at NC 68 and other projects at a December Interagency Consultation meeting. The key points about conformity is that conformity locks in the projects and the timetables. It is essential that be completed on time and they do not expect problems with that.

Mr. Walston said he wanted to stress one thing for the record. That if we have any delays and somebody wants to change the MTIP or any of the significant projects, that they need to do so now. If we have to start all over again, we're talking months and months and months of additional work and review and there is nothing that you can really do to get completed by October 1<sup>st</sup>. He said if anyone had any problem with any of the projects, they should be put on the table now. No such problems were identified.

### **Draft Planning Work Program FY 2001-2002.**

Mr. Meyer said the Planning Work Program is the MPO's method of accounting for the annual receipt of Federal planning funds. It is adopted every year in February, and the next steps are for the State to take it and incorporate it into their work program for the Federal Transit Funds, which they then submit to the FTA. A draft of the Planning Work Program is now with the State for review. The next step will be to bring it back to the next meeting, adopt it, send it along to NCDOT for processing. At the same time, the MPO will adopt its Self Certification Resolution.

Mr. Westmoreland thanked Mr. Meyer for his work and efforts because it was complicated dealing with these deadlines and other regulations that they had to go through, but he keeps the TCC on task and that was extremely important.

## **OTHER ITEMS:**

### **TCC Member Update.**

Mr. Westmoreland said there was a revised copy of the Project Update Newsletter which would be handed out.

### **City Bond Projects.**

Mr. Fischer said currently there were four project-planning studies underway, on Franklin Boulevard, Friendly Avenue, Lake Jeanette Road, and Creek Ridge Road. Public workshops will be held within the next month or so to solicit input from the public, particularly people who live along each road, but also the public at-large. The meetings will have a design workshop component.

The City will lay out some minimal requirements from a transportation capacity and safety standpoint, and also propose enhancements to each project that they typically have not done before. They will be looking at something besides just widening asphalt to asphalt, five-lane, three-lane sections. They will be looking at trying to create some median sections and landscape sections on the sides, as well as sidewalks on both sides of each of the projects. They look to complete the planning studies on these by June and, following City Council approval, turn those over to the Engineering Department to begin engineering design, right-of-way acquisition, and construction.

The Merritt Drive project planning study will be some time this spring and will be finished probably this fall.

Wendover Avenue Corridor improvements are having the final touches put on functional design plans between Bridford Parkway and Big Tree Way. It is really a series of intersection improvements and sidewalks for that corridor, and they will be turning those over to Engineering this spring for design and construction.

GDOT has been working with NCDOT on NC 68 Corridor improvements. The project involves a widening of NC 68 from Market Street to Gallimore Dairy to 6 through-lanes, as well as improvements to the intersections.

Mr. Westmoreland said there would be more information coming out about the project planning study meetings. He felt it was important that the TCC try to participate in those as much as possible. Hopefully, there will be a good turnout from the public on each one of the projects. It was something that the voters approved back in November and there was a pretty good show of support for the improvements on each of the projects identified.

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There being no further business before the Technical Coordinating Committee, the meeting was adjourned at 9:55 a.m.